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U. S. OFFICIALS ONLYCENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

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COUNTRY China

~~CONFIDENTIAL~~ DATE:

INFO July 1947

SUBJECT Economic Information: Manchouli-Harbin Railroad

DIST. 21 August 1947

ORIGIN

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This document is hereby regraded to
CONFIDENTIAL in accordance with LA
letter of 16 October 1975 from the
Director of Central Intelligence to the
Archivist of the United States.

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SUPPLEMENT

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1. In early March 1947, the Soviet forces turned over to the Chinese Communists 59 used locomotives and 86 railway cars, 40 tons capacity each, for use between Harbin and Manchouli (117-27, 49-36). This equipment is former Japanese Manchukuo rolling stock which has been remodeled after the Soviet style. Each locomotive now bears the "hammer and sickle" insignia. Since the arrival of this rolling stock, transportation and communication between Harbin and Manchouli have improved considerably.

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2. The railroad between Harbin and Manchouli is single-tracked and of narrow gauge. (Note: This would contradict a previous report that the tracks had been widened. Some maps of 1945 show this road as standard gauge, double-tracked; some maps dated previous to 1945 show it as single-tracked, standard gauge. See paragraph 3.)*

3. At the Manchouli railroad station there are both wide (standard? broad?*) and narrow gauge tracks, side by side. Cereals transported by the Chinese Communists come in on the narrow tracks from the east, are transferred to Soviet railway cars on the wide tracks, and are then shipped to the Soviet border. The transfer is effected by workmen who have been drafted from stores, shops, etc. A daily average of 500 men engage in this work.

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* (Note: Manchuria Transportation Map, No. 2100, August 1945, by Maps and Graphics Division, Foreign Economic Administration, shows the railroad into the USSR from Manchouli as single-tracked, standard gauge.)

4. Some of the engineers on this railroad are Soviet citizens, some Chinese. All plans concerning the railroad are formulated by the Soviet staff members of the Chung Cheng (中長) Railroad Bureau. (Note: Communist railroad bureaus in Manchuria.)

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(Note: "Narrow" gauge here probably means "narrow", i.e., "standard", as opposed to the Russian "broad" gauge.)

Document No.

NO CHANGE in Class.

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Class. CHANGED TO: T3 S C

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5. (Passenger) Train Schedules:

<u>Depart</u>	<u>Arrive</u>	<u>Travel Time</u>
Manchouli 0600	Tsitsihar 1300 following day	31 hours
Tsitsihar 0600	Manchouli 1300 following day	31 hours
(No regular schedule of freight trains)		
Tsitsihar 0730 1600	Harbin 1620 0800 (following day?)	8 hrs., 50 min. 16 hrs.
Harbin same	Tsitsihar same	same

Trains moving in opposite directions meet at Anta (125-19, 46-24) station.

6. The trains running between Manchouli and Tsitsihar are fired with coal which is brought from the Soviet border. Trains running between Tsitsihar and Harbin also burn coal which is supplied mostly by the Soviets.
7. During the Soviet occupation of the Northeast the railroad between Ningnien (124-27, 47-47) and Nenchiang (125-13, 49-11) was removed. It has not yet been replaced.
8. During the Soviet occupation of Manchuria, the railway station at Hailar was destroyed. At present the Chinese Communists are using an improvised station in the dormitories behind the old station.
9. All tunnels and bridges between Tsitsihar and Manchouli are intact.

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